

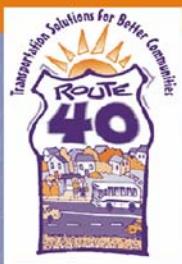
ENVIRONMENTAL ASSESSMENT  
**US 40, SR 896 TO SR 1**

# Route 40 Corridor 20-Year Transportation Plan

In June 2000, a 20-Year Transportation Plan for the Route 40 Corridor was adopted by a Steering Committee made up of area residents, civic leaders, business people and elected officials.

## Key components of the Plan:

- Build “triggered projects” only as conditions dictate.
- Enhance travel alternatives to the automobile, including biking, walking and transit.
- Address immediate congestion and safety concerns.
- Complete concept design in Phase I.
- Preserve right of way for future transportation projects.
- Encourage ongoing citizen participation through workshops, outreach, and the Corridor Monitoring Committee (CMC).
- The highest concentration of planned improvements is along Route 40 between Routes 896 and 1.

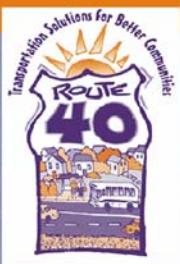


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# Anticipated Projects

The following improvements are proposed for the length of Route 40 between Routes 896 and 1.

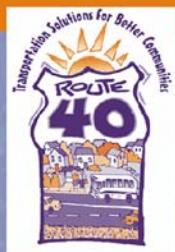
- Widening from four to six lanes between Route 896 and the existing six-lane section near Governors Square.
- Ten-foot-wide sidepaths (for bicyclists and pedestrians) on both sides of Route 40. These sidepaths will continue west to the Maryland state line and east to Route 13.
- Closure of all median openings that are not or will not be signalized to reduce conflicts.
- Access management to reasonably reduce the number of access points on Route 40. Potential improvements could include connections between parcels, joint access, or selected driveway closures.



# Anticipated Projects

The following improvements are proposed at specific locations along Route 40 between Routes 896 and 1.

- Grade-separated interchange at Route 896. Route 896 will probably pass over Route 40.
- Intersection improvements at Route 72, including a second through lane northbound and southbound and a second left-turn lane eastbound and westbound.
- Route 40 overpass of the Norfolk Southern railroad tracks east of Fox Run.
- Intersection improvements at Scotland Drive, including a double left turn lane, a through lane, and a right turn lane on both Scotland Drive approaches to Route 40.
- Intersection improvements at Salem Church Road and Porter Road, including a second through lane northbound and southbound and a second left-turn lane eastbound and westbound.
- Intersection improvements at Walther Road, primarily including a second eastbound left-turn lane and a second northbound lane on Walther Road to accommodate it.
- Grade-separated interchange at Route 7. It is likely that Route 7 will pass over Route 40.
- Intersection improvements at the Route 1 ramps, providing minor widening for additional capacity.



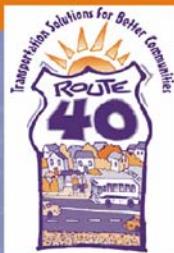
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# **What Is An “Environmental Assessment?”**

An environmental assessment is a study that evaluates alternatives for a transportation project and selects the preferred alternative. Issues considered during this assessment include:

- Degree to which each alternative meets the stated purpose and need of the project.
- Impact to natural and cultural resources.
- Impact to developed properties.
- Socioeconomic impacts.

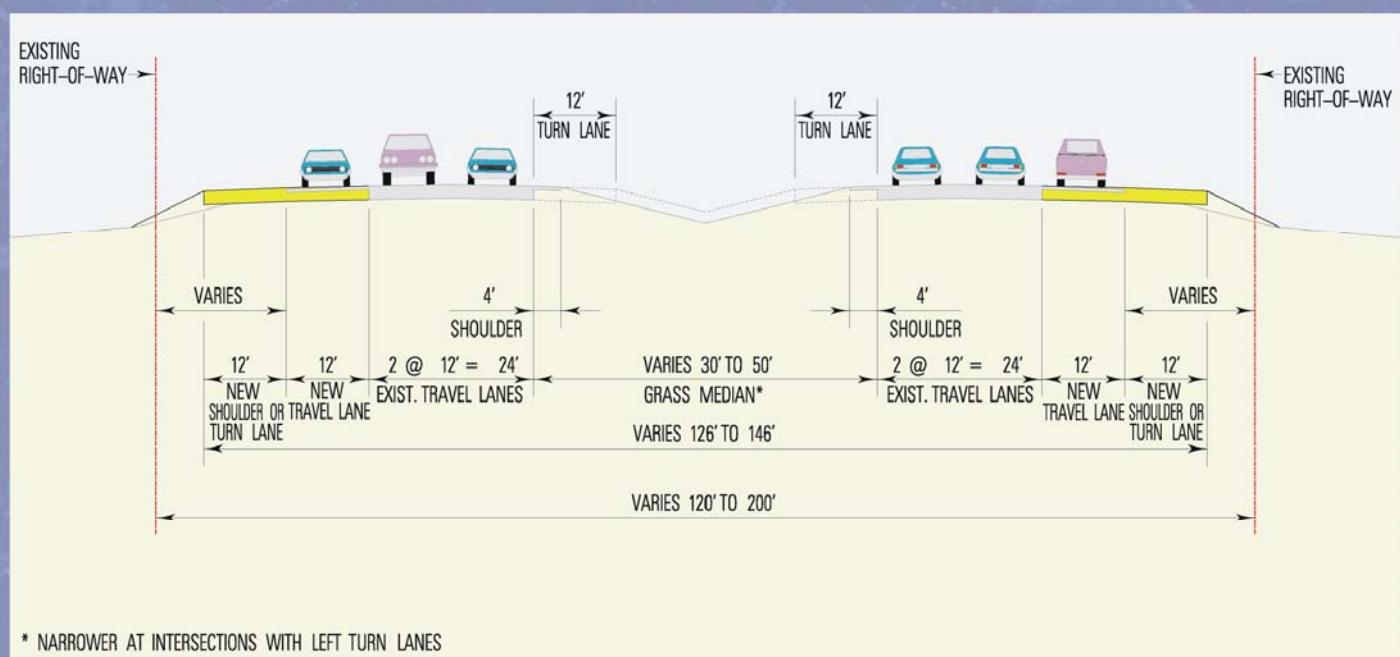
The process of establishing the need for a project, assessing existing conditions, and developing and evaluating engineering alternatives typically takes at least two years. Due to the previous efforts of the Route 40 Steering Committee and partner agencies, this environmental assessment should be completed in December 2002, after about 18 months of work.



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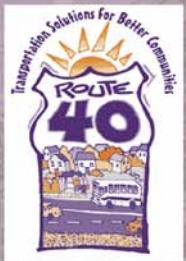
# Typical Sections

Typical section with all widening to the outside:

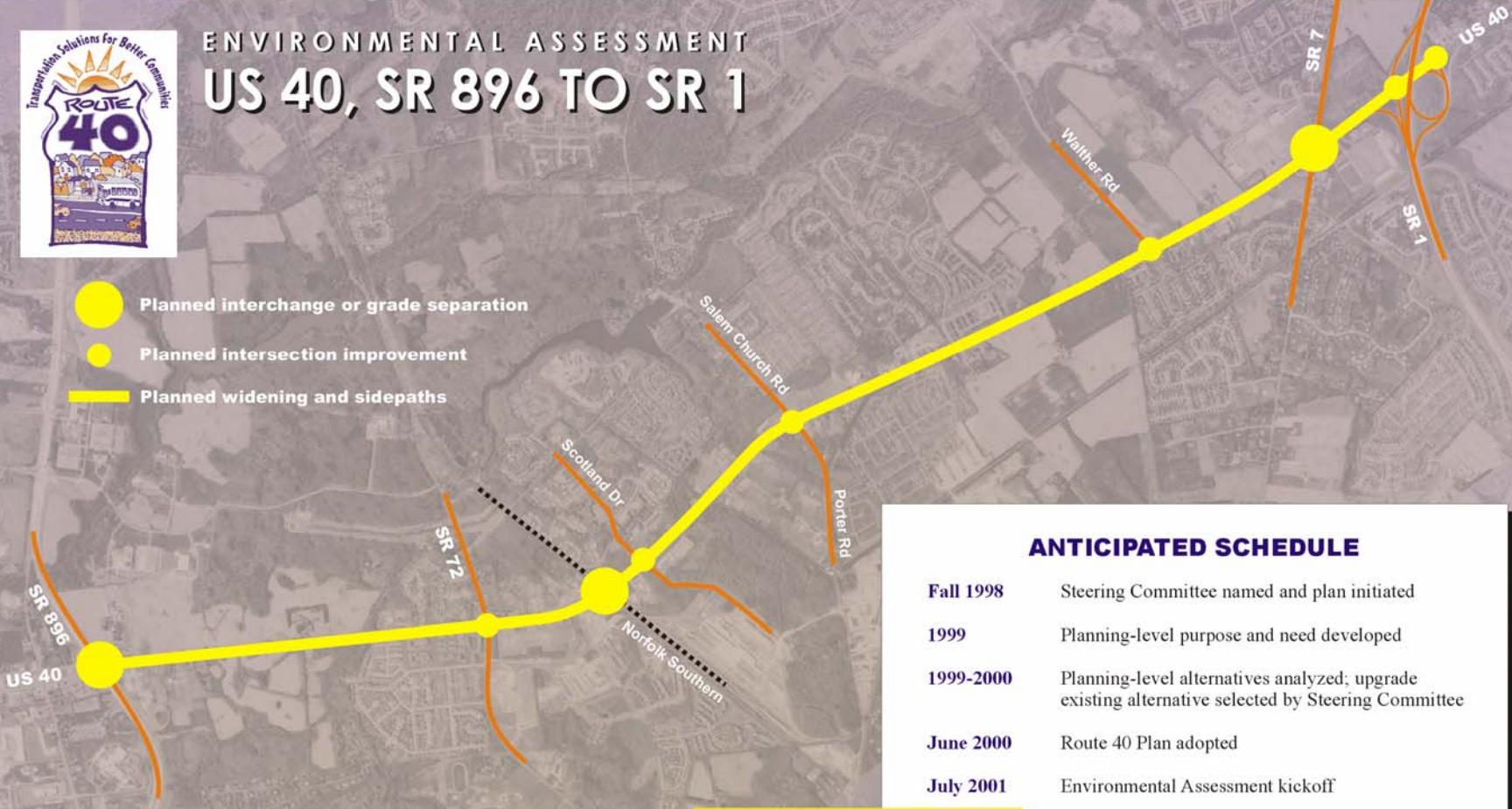


Other alternatives to be considered will depend on potential impacts to existing developed properties and natural and cultural resources, as well as engineering criteria. They may include:

- Widening to the inside as much as possible (the existing median is not wide enough to eliminate all outside widening).
- Widening both the east- and westbound lanes to the north.
- Widening both the east- and westbound lanes to the south.



# ENVIRONMENTAL ASSESSMENT US 40, SR 896 TO SR 1



**WE ARE HERE!**

## WIDENING ALTERNATIVES

Between SR 896 and east of Walther Road, the Route 40 Corridor 20-Year Transportation Plan anticipates widening US 40 from four to six lanes. The anticipated typical section will also include a ten-foot-wide sidepath on each side for bicyclists and pedestrians. As potential resource and property impacts are identified along various segments of US 40, the following widening alternatives may be considered:

- Widening entirely to the outside of the existing travel lanes.
- Widening to the inside as much as possible (the existing median is not wide enough to eliminate all outside widening).
- Widening both the east- and westbound lanes to the north.
- Widening both the east- and westbound lanes to the south.

## ANTICIPATED SCHEDULE

<b>Fall 1998</b>	Steering Committee named and plan initiated
<b>1999</b>	Planning-level purpose and need developed
<b>1999-2000</b>	Planning-level alternatives analyzed; upgrade existing alternative selected by Steering Committee
<b>June 2000</b>	Route 40 Plan adopted
<b>July 2001</b>	Environmental Assessment kickoff
<b>Fall 2001</b>	Project-level purpose and need development
<b>Fall 2001</b>	Assessment of existing conditions
<b>Fall 2001</b>	Public meeting
<b>Winter/spring 2002</b>	Development and evaluation of engineering alternatives
<b>Summer 2002</b>	Selection of preferred alternative
<b>Summer 2002</b>	Preparation of Environmental Assessment
<b>Fall 2002</b>	Public meeting
<b>Late 2002</b>	Finding of No Significant Impact